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COUNTRY Poland REPORT Posen (Poznan)-Lawica and Bromberg (Bydgoszcz)-Sz
 TOPIC Airfields

VALUATION

PLACE OBTAINED

25X1

25X1

637808

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

23 July 1954

REFERENCES

PAGES

2

ENCLOSURES (NO. & TYPE)

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REMARKS

This is UNEVALUATED

1. Lawica airfield, west of Posen (P 53/X 26) was improved after 1952. Work still continued in the fall of 1953. There were two parallel runways, one of which was newly built and completed approximately by June 1953. The runways were long enough for take-offs and landings by jet fighters.¹ East of the runway was a completed hangar and several construction sites around this hangar. An underground fuel dump was newly established in the northeastern section of the field. Brick buildings and a number of temporary buildings were observed in the quartering area for all force personnel in the southwestern corner of the field. Construction work at the field was being done by military construction units and civilians who daily worked 2 shifts. A large construction firm with specialists and construction machines was employed at the site which was the largest construction project seen by source.

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2. Prior to the fall of 1953, Posen-Lawica airfield had been occupied by Polish Air Force troops. About 20 swept-back jet fighters were stationed there during the fall of 1953. The aircraft were of the same type as those employed at Bromberg (P 54/S 84) airfield. 2 Individual take-offs and landings were made during daytime. After the take-off, jet aircraft repeatedly approached the field again and dropped practice bombs or other objects. The pilots and ground personnel belonged to the Polish Air Force.

3. Bromberg-Szwederowo airfield extended almost to Trzcinniec railroad station to the south and almost to the edge of the village of Bielice to the east. Its northern edge bordered on the southern suburb of Bromberg. Improvement and expansion work was started in 1951 and completed by the fall of 1953. In front of these hangars ran a taxiway which extended to the two and parallel runways, about 1 km apart. The runways extended almost as far as the village of Bielice. A quartering area with brick buildings

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was located in the northeastern section of the field. Polish construction units and civilian workers and specialists of the aforementioned Danzig construction firm were employed there.

4. Prior to the spring of 1953, the airfield had been occupied by Polish Air Force troops. Aircraft observed at the field included about 8 swept-back jet fighters and 12 twin-engine aircraft with double rudder assembly piston and engines, possibly radial engines, which projected beyond the edges of the wings to as far as the glazed nose of the fuselage. The jet aircraft usually made individual flights. On some days no flights were made. No night flights were observed. The twin-engine aircraft practiced flying individually and in formations of 6 or 8. ³ The ground personnel also belonged to the Polish Air Force.

1. Comment. According to available information, Posen-Lawica airfield has only one runway which extends approximately from east-southeast to west-northwest. Source possibly believed that the taxiway, which runs parallel to the runway, also was a runway.

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2. Comment. According to available information, a Polish bomber unit was believed to be stationed at Posen-Lawica airfield and Polish fighter units at Posen-Krzesiny airfield. A fairly reliable source repeatedly observed take-offs and landings by fighters with swept-back wings west of Posen, i.e. at Lawica airfield. ^{has} No previous report definitely indicated at which airfield near Posen fighter or bomber units are located.

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3. Comment. A Polish bomber unit is believed to be stationed at Bydgoszcz airfield. No swept-back jet fighters have been observed there. This is the first information on the presence of jet fighters with swept-back wings.

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